GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA

UNSTARRED QUESTION NO:6605
ANSWERED ON:09.05.2002
EFFICIENCY IN OPERATION OF WAGONS
VINAY KUMAR SORAKE

Will the Minister of RAILWAYS be pleased to state:

(a) whether efficiency indices for 2000-01 in operating efficiency, indicate only a marginal increase in wagon turn around over the previous year;

(b) whether the percentage of loaded to total wagon kilometers has decreased in 2000-01 over the previous year;

(c) if so, the reasons therefor; and

(d) the steps being taken to improve efficiency in operation of wagons/freight cars ?

Answer

MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY O RAILWAYS (SHRI O. RAJAGOPAL)

(a) to (d) A statement is attached.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF UNSTARRED QUESTION NO.6605 BY SHRI VINAY KU SORAKE TO BE ANSWERED IN LOKSABHA ON 09-05-2002 REGARDING EFFICIENCY IN OPERATION OF WAGONS

(a) During 2000-01, BG Wagon turn round has reduced to 7.5 days against 7.7 days in 1999-2000 registering an improvement of about 2.6%.

(b) Yes, Sir.

(c) Reasons for reduction in percentage of loaded to total wagon Kilometers in 2000-01 over the previous year are given as below:

i) Induction of commodity specific wagons, like BOBR (bottom discharge wagons) which are otherwise efficient in unloading operations etc, has increased empty return ratio;

ii) Increase in loading of coal, minerals including iron ore which are being loaded in open wagons having high empty return ratio;

iii) Increase in loading for North East Frontier Railway leading to increase in empty return ratio.

iv) Better availability of covered wagons which are generally preferred by customers for loading bagged consignments. This resulted in reduced loading of bagged consignments in open wagons in return direction. Thereby causing increase in empty return rakes.

(d) Wagons utilization on Indian Railways has improved significantly which is evident from increase in wagon Km per wagon day and Net Tonne kilometer per wagon (NTKM) per day etc. Following steps have been/ are being taken to further improve efficiency in operation of wagons:

i) Strengthening of terminals and routes.

ii) Monitoring of freight trains through Freight Operation & Information Systems (FOIS), a computer based network.

iii) Introduction of engine on load concept to reduce terminal detentions.

iv) Introduction of close circuit rake with periodical maintenance examination.

v) Introduction of high horse power electric and diesel locomotive for increasing average speed of the train.